

benefits that Canals and Rail Roads have secured to other countries. There is perhaps no road in the world, travelling over a country of so sparse a population, that presents a larger number of travellers in stage coaches, than does the Turnpike Road from Baltimore to Washington—may we not add there are probably no two communications of similar character, magnitude and importance to society—which can rival the Chesapeake and Ohio Canal, and the Baltimore and Ohio Rail Road. When natural difficulties shall have been rendered subservient to the wants of man, and science shall have subdued the great dividing lines of this vast continent, what benefits, what accumulations of wealth and prosperity may not Maryland anticipate from her location, and a territory abounding in capabilities for Manufactures, for the growth of the staples of life? and the means of cheap and rapid transportation brought to every man's door? She has only to persevere in fostering her Agriculture, her Manufactures, her Internal Improvements and her Commerce—to extend with a liberal hand inducements to her capitalists to invest their dormant wealth, and as a certain and necessary consequence to attract capital from abroad to plant itself within her borders—and she cannot fail in a few years to take that stand in this confederacy, to which her enterprize, her natural advantages, liberality, public spirit and noble institutions entitle her.

Every dollar laid out by the State in furthering these great interests, must bestow an hundred fold benefits upon her population, and return incalculable wealth to her Treasury.

The Committee will proceed to a detail of facts as furnished by the reports ordered at the instance of the House of Delegates.

The Turnpike road from Baltimore to Washington, first claims attention, as that portion of the great thoroughfare from north to south passing through Maryland—to which we add the steam boat transportation and wagons.

The estimated number of stage coach passengers in the year 1830, are, thirty-seven to forty thousand.

The tolls. &c. paid by the coaches, amount to	\$ 10,000
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The receipts for passage money, amount to	\$100,000
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The estimated number of steam boat passengers in 1830, are about two thousand six hundred.

The receipts for passengers for the same period at two dollars each,	\$ 5,200
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The receipts for freight, &c. do.	\$20,000
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The wagon freight on carriage, do.	\$400
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